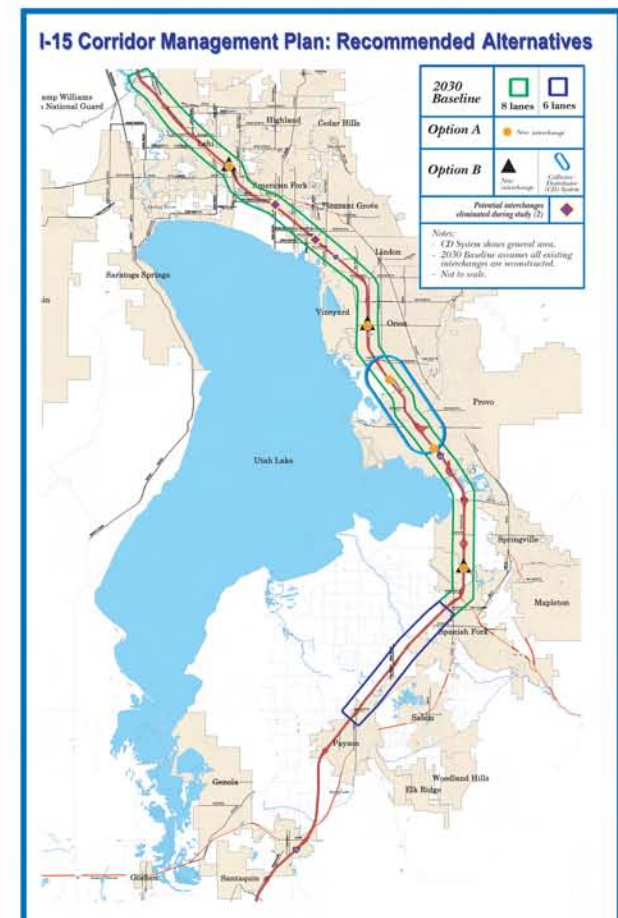


Recommendations from Utah County I-15 Corridor Management Plan:

Scenario	Assumptions	Map Symbol
2030 Baseline	⊗ No new interchanges	□ □
	⊗ Reconstruction of existing interchanges to provide sufficient capacity to meet projected travel demand	□ □
	⊗ From Salt Lake County line to University Parkway interchange (Exit 272), widen I-15 from 6 to 8 general purpose lanes	□
	⊗ From the University Parkway interchange to the US-6/Moark interchange (Exit 261), widen I-15 from 6 to 8 general purpose lanes	□
	⊗ From the the US-6/Moark interchange to the North Payson interchange (Exit 254), widen I-15 from 4 to 6 general purpose lanes	□
Option A: Five potential new interchange locations.	⊗ Assumes 2030 Baseline Scenario	
	⊗ New interchanges to be constructed at the following locations 1. Lehi, between Exits 285 and 282 2. 800 South Orem, between Exits 274 and 272 3. 2000 South Orem, 2000 North Provo OR 820 North Provo, between Exits 272 and 268 4. 920 South Provo, between Exits 268 and 266 5. Spanish Fork / Springville, between Exits 263 and 261	●
Option B: Potential collector-distributor concept plus three new interchange locations	⊗ Assumes 2030 Baseline Scenario	
	⊗ Collector-Distributor concept to be constructed from University Parkway interchange (Exit 272) to 920 South Provo	○
	⊗ New interchanges to be constructed at the following locations 1. Lehi, between Exits 285 and 282 2. 800 South Orem, between Exits 274 and 272 3. Spanish Fork / Springville, between Exits 263 and 261	▲



Inter-Regional Corridor Alternatives Analysis (IRCAA) - *Locally Preferred Alternative*

Component	Recommendations
Commuter Rail	<ul style="list-style-type: none"> 80 miles of commuter rail service, from Ogden to Provo 13 Stations Trains run every 30 minutes during peak periods; 60 minutes during off-peak Parking provisions at all stations
Bus Rapid Transit	<ul style="list-style-type: none"> Service on four miles of dedicated lanes along University Parkway and five miles of shared lanes on University Avenue/200 West Fifteen stations, or "superstops" along the route, with connections to commuter rail at both the Orem and Provo intermodal centers Stations, or "superstops" to include amenities such as shelters, information kiosks, expanded platform areas, pedestrian amenities, and landscaping Bus priority signalization at intersections
HOV Lanes	<ul style="list-style-type: none"> Create HOV lanes on I-15 from 10600 South (Sandy) to University Parkway in Provo; one northbound lane and one southbound lane
Roadways	<ul style="list-style-type: none"> Widen I-15 from SR-134 (North Ogden) to US-89 (Farmington) Widen I-15 from I-215 (North Salt Lake) to 600 North (Salt Lake City) Widen I-15 from 10600 South (Sandy) to US-6 (Spanish Fork) Widen US-89 from I-84 to I-15 (Farmington) Widen US-89 from 100 East (American Fork) to 200 North (Orem) New Roadway on west side of S.L. County connecting 13400 South to I-80 (Mountain View Corridor)
Other Elements	<ul style="list-style-type: none"> Intelligent Transportation Systems (ITS) Travel Demand Management (TDM) programs, such as discounted transit passes and transit-oriented development strategies Such programs should be tailored specifically for sub-corridors or sub-areas to maximize the benefits of transportation improvements

